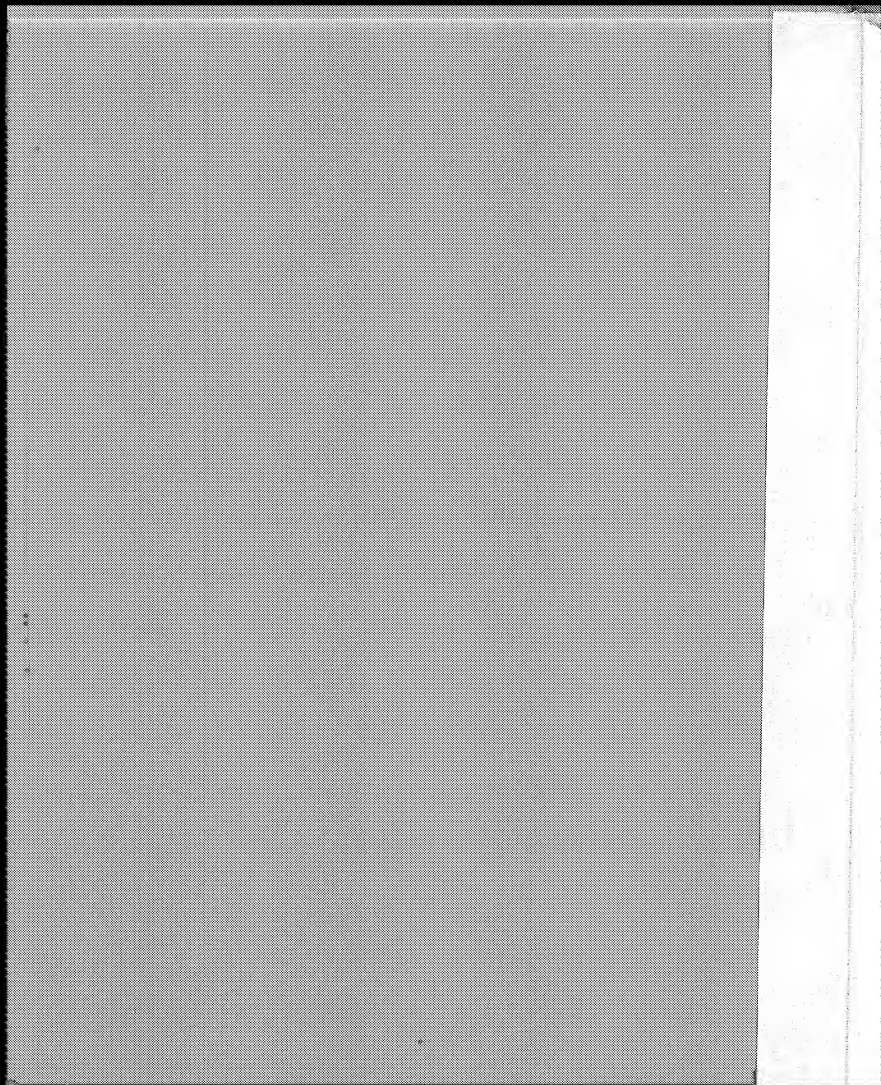
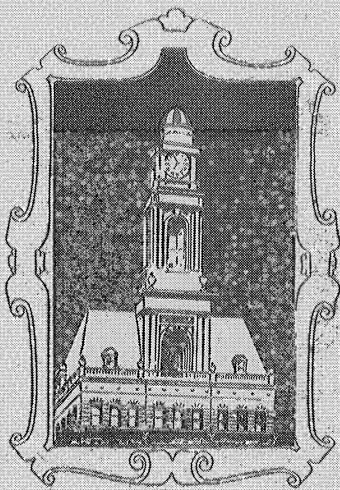




London, Ontario, centennial year

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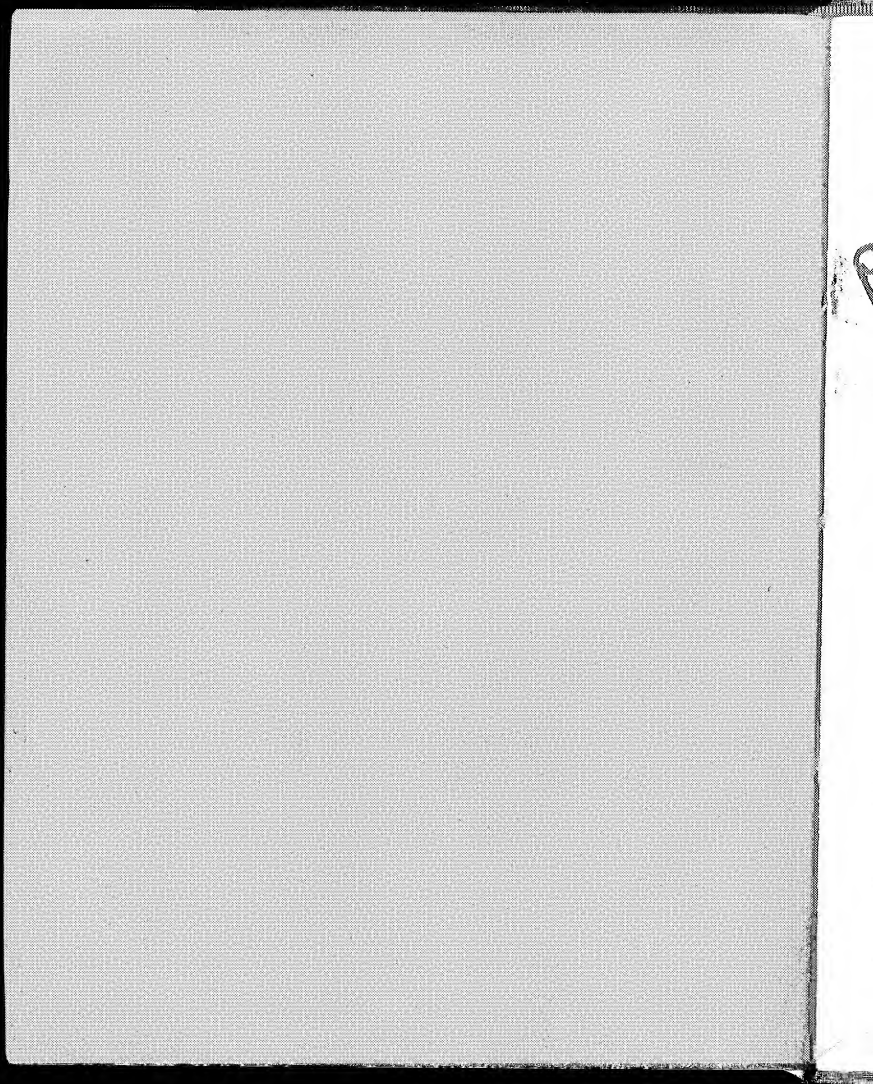


1826 - 1926

MILESTONES

London, Canada





1826 ~ London's Centennial ~ 1926

1826



1926

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LONDON, ONTARIO CENTENNIAL YEAR

OLD HOME CELEBRATION

JULY 31ST TO AUGUST 7TH, 1926

1926 Municipal Administration

Mayor

JOHN M. MOORE

Aldermen

JOHN ASHTON

H. H. BOTTELL

V. P. CROFTON

PAUL DOUG

DICKSON F. GLASS

W. J. KILPATRICK

JAS. McCORMICK

EDWIN SMITH

CENTENNIAL OFFICERS:

MAYOR JOHN M. MOORE,
President.

SAMUEL BAKER, Secretary

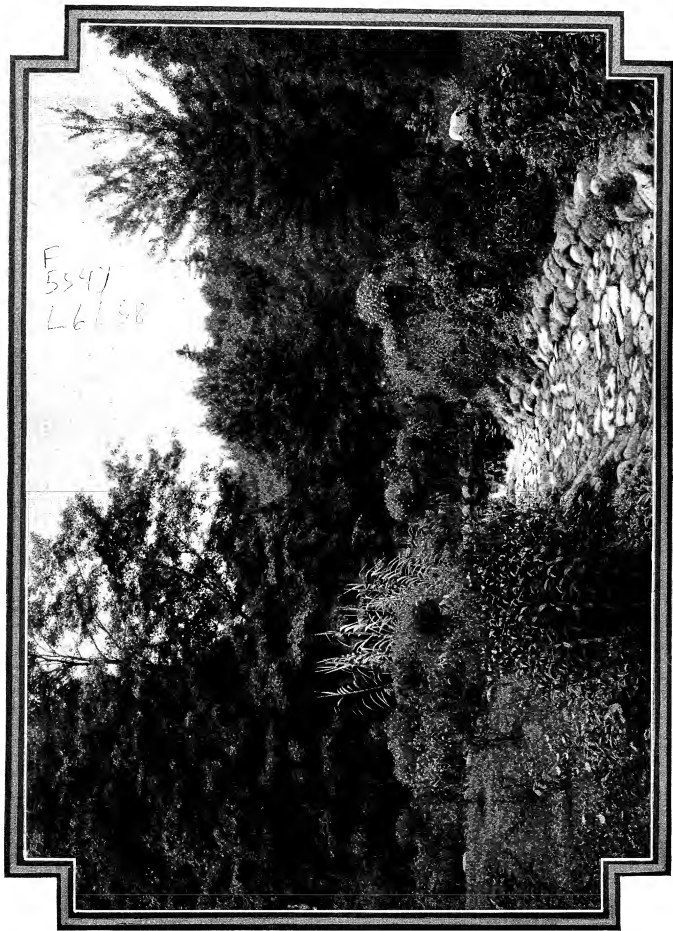
JAMES S. BELL, Treasurer

LONDON, ONTARIO, ranking, in this year of its centennial, as a leader in Canadian educational, commercial and industrial activities, approaches the threshold of its second century prepared for still greater progress and prosperity.

Enriched in experience and increased in her capacity for achievement, London holds up to her citizens, and to those who come to share her destiny, the assurance of fair fortune.

To London's sons and daughters, whose varying careers have taken them to many scattered lands, is issued this official invitation to retrace your paths and renew old friendships at the 1926 revival of the London Old Boys' Reunion, to be held in connection with the Civic Centennial Celebration, July 31 to August 7, 1926. Special trains will be operated from all parts of the continent with special excursion rates for individuals or parties on all Canadian and American railroads.

Breathes there a man with soul so dead
Who never to himself has said,
This is my own, my native land?
Whose heart hath ne'er within him burned
As home his footsteps he hath turned
From wandering on a foreign strand?



ROCK GARDENS IN SPRINGBANK PARK

London's Invitation

To the Manufacturer, the Homeseeker, and the Tourist

UPON London, and her rich constituency in the populous and progressive heart of beautiful Southwestern Ontario are turned the eyes of industrial leaders and workers who hear the call of opportunity as a new era of prosperity dawns in Canada.

The clamorous period of the war and the unsteady years of ensuing readjustment now have ended. The fundamentally sound characteristics of young Canada, favored by nature, have asserted themselves. By thrift, industry and ingenuity, Canadians have conquered their major difficulties, restored their purchasing powers, reduced taxation and turned again to the Dominion a flood of old world immigration.

Back in the rural districts, and especially on the Western Prairies, where national prosperity always begins in every cycle of sound development, the people have wants to satisfy from the products of urban industry, and from well-lined purses they are paying the way.

From domestic markets in all sections of the country are coming reports of good and growing business. Orders are pouring in. Collections are good. Normalcy is at the door.

Augmenting the flood of home demand, Canadian manufacturers are reaping fresh benefits from the advantages peculiar to Canada, under inter-empire and favored nation trade agreements.

Capitalizing this splendid condition of national advantage, London in her Centennial Year, faces the future with glowing prospects, unrivalled in her combined advantages as a site for new industries, and prepared to serve both employer and employee in all of the functions of an advanced community.

In recent years hundreds of important British and American industries, impelled by the attractive opportunities, have established branches of their manufacturing in Canada, yet the field is scarcely scratched. Rich returns in domestic and foreign trade have accrued to them, and have served in turn to attract to the Dominion the attention of thousands more.

INDUSTRIAL ADVANTAGES

During recent years some of the largest of these corporations have been engaged in the preparation of plans for such development and many whose names are internationally famous have commissioned experts to survey the Canadian field and to report upon the relative advantages of outstanding industrial centres.

London, under this experienced and independent scrutiny, has won a commanding position, principally by virtue of her splendid facilities in low cost power supply, complete facilities for transportation by lake and rail, her banking and finance institutions and her supply of efficient and intelligent white labor.

LOW COST ELECTRICITY

London, home of the founder of the gigantic Hydro Electric Power systems, secures unlimited supplies of cheap electricity on a dependable system of duplicated transmission lines, from Niagara Falls, and markets this energy under the jurisdiction of a municipal commission at rates that are the lowest on the H. E. P. C. schedules.

Industrial power is supplied to practically every shop and manufacturing plant within the city under a service of guaranteed dependability. No London manufacturer maintains his own power plant. The generation of electricity by steam, even from by-products, in London is an obsolete, and inconvenient extravagance. Here manufacturers use cheap electricity for every purpose, and especially with advantage and satisfaction in industrial heating. Such operations as the smelting and rolling of steel, the smelting of brass, enamelling of metal, the preparation of breakfast cereals or the baking of biscuits in the country's largest ovens, are carried on electrically at very low cost and with the utmost satisfaction. For these purposes it is the custom of the Public Utilities Commission to place the service and experience of its engineering staff at the disposal of the manufacturer, and every installation so made has made good to the satisfaction of the company concerned.

Industrial power is available on a variety of rates and on certain restricted hours, or "off peak" schedules is amazingly cheap.

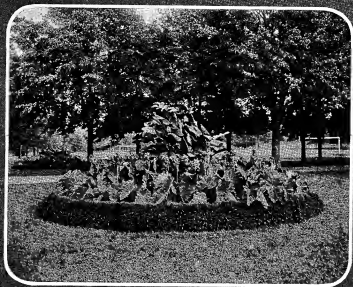
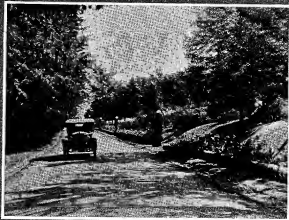
IDEAL LIVING CONDITIONS

Commercial power, is similarly available for economical use in abundant quantities, while the domestic load tells a story of living conditions that are not surpassed, and seldom equalled, in the homes of people in any city in the world.

Not more than two per cent. of all of the 17,000 houses and apartments in the city remain to be electrified. Not alone is "hydro" available for the most modest of cottages—it is freely used by all of the people for lightening the labors of the housewife. Electric washing machines, ironing machines, vacuum sweepers sewing machines, fans, heaters, and a great range of small appliances are in common use while all of the meals of every third family in London are regularly cooked by electricity generated 150 miles away, at Niagara Falls.

ABUNDANT PURE WATER

The Public Utilities Commission operates the electric system jointly with the municipal waterworks system, which boasts of the purest and most appetizing supply of cool water from artesian wells and springs, possessed by any city in America. For years the water regularly distributed to the consumers of London, has been bottled and dispensed as a special



VIEWS IN LONDON PARKS

delicacy on railroad dining cars as far west as Chicago. The water supply is abundant and cheap and by means of a supplementary system water from the river Thames is available to industries at even lower cost.

FIVE TRUNK RAILWAYS

London, in the matter of transportation, also possesses facilities that appeal greatly to the manufacturer and distributor, and which give this city a place of pre-eminence in the number and efficiency of her connections. In addition to her place as a divisional point for both the Canadian National and Canadian Pacific Railway systems, London owns and operates the electrified London and Port Stanley Railway to provide a quick and convenient connection with lake shipping at Port Stanley, 25 miles distant, and with the American trunk lines, which intersect this route in crossing Southwestern Ontario, between Detroit and Buffalo. The L. & P. S. has arrangements covering interchange of freight, passenger and express traffic, and for switching on behalf of the Michigan Central Railroad and its associated New York Central lines, as well as with the Pere Marquette and Wabash systems. At Port Stanley the L. & P. S. connects directly with the car ferries of the Marquette and Bessemer Company, which is in direct connection with all railroads in Ohio, Pennsylvania and the territory south of Lake Erie.

GREAT LAKES SHIPPING

Freight and passenger steamers also ply to the L. & P. S. docks at Port Stanley, a feature being daily service to and from Cleveland, Ohio, where close connections are provided with the electric interurbans of Northern Ohio.

The projected lake-to-sea deep waterway will make Port Stanley eventually an ocean port. Even the most recently conceived plan for an all-American route will have its terminus in Lake Erie, only a matter of hours from Port Stanley, the best equipped harbor on the Canadian shore.

Thus London's transportation arteries may be demonstrated to be the equal of the best in Canada. Every facility is furnished for the expeditious and economical delivery of all materials and for the distribution of products to Canadian or foreign markets. The excellence of the service provided by five steam railroads operating trunk lines on the through international routes between Canada and the United States is a feature particularly attractive to American companies desiring to maintain close and convenient intercourse between parent plants and Canadian branches.

SERVING 1,000,000 PEOPLE

The territory of which London is the hub boasts a population of a million, and in this region other forms of transportation are supplemented by an excellent system of provincial and municipal paved and improved highways on which numerous passenger busses and freight trucks ply on regular schedules. London is the centre of all of these operations, and

by virtue of the fact, enjoys in a particular sense the advantages of this prosperous and progressive market.

CANADA'S FARTHEST SOUTH

The fourteen counties, of which London is the natural metropolis, constitute Canada's "farthest south." The territory, described as The Garden of Canada, is rich and fertile. Living conditions are on the highest plane.

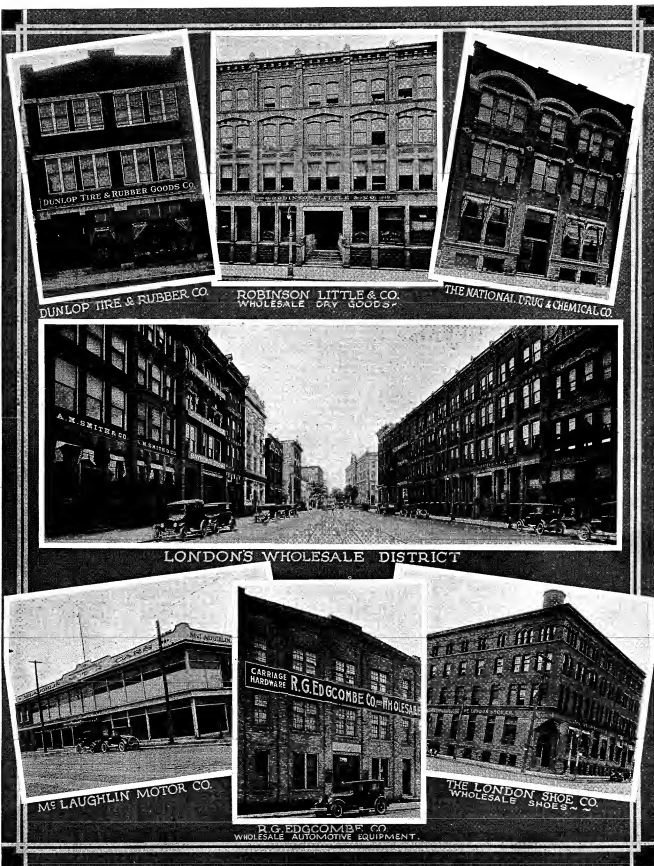
Reference has been made to the fact that various experts have commented upon the distinct superiority of London labor in all that makes for efficiency and low production costs. While London has ever extended a friendly welcome to people who come from other lands in quest of opportunity, a high percentage of the stock is of English, Irish and Scotch descent, tempered with the spirit, vigor and enterprise peculiar to the Canadian atmosphere. London's workers are keen, intelligent, productive and contented. More than eighty per cent. of all of the people own their own homes. They have a stake in the community; an interest in the welfare of the city's industries. For years the city has led all America in the percentage of home ownership, and out of this condition has grown an inherent stability that has given London the name of "The City of Unbroken Prosperity."

COMPLETE EDUCATIONAL SYSTEM

A splendid public spirit is evidenced at every opportunity. During the war years London subscribed to scores of millions for Victory Loan purposes. Since the war the people by popular vote, have given the most generous support to many other projects, notably to the University of Western Ontario, thus meriting provincial grants to make possible the establishment of the University in a beautiful new \$2,000,000 home. To-day the city's educational services are complete:—a magnificent system of primary schools, three modern and well-equipped Collegiate Institutes, the Technical High School through to the University, which operates arts, medical and public health facilities, and which has attracted to London as affiliated institutions the \$400,000 Brescia Hall young ladies' academy, and the \$500,000 St. Peter's Seminary, supplementing Huron College, which was the nucleus of higher education here. There are also academies of high standing in business training, music and arts. Thus the Londoner has conveniently at hand every facility to fit the ambitions and careers of his children.

PUBLIC HEALTH

The health of the people of London is safe-guarded by an equally complete system of public health services. The Institute of Public Health is a Provincial Government centre in affiliation with the University. Victoria Hospital, a municipal institution and one of the largest, and best equipped in Canada holds the highest ratings. Its services are augmented by a close association with the medical college of the University and under this arrangement the most advanced treatments discovered in the world's re-



WESTERN ONTARIO'S DISTRIBUTING CENTRE

search laboratories are quickly brought to the people of London and Western Ontario. In addition the district is served by St. Joseph's Hospital, a splendid institution operated on the highest standards by the Sisters of St. Joseph, Bethesda Hospital for maternity cases maintained efficiently by the Salvation Army, the magnificent Queen Alexandra Sanatorium for the Tuberculous dealt with in another article in this book, the Dominion Government's Westminster Military Psychiatric Hospital, the Ontario Government Hospital, and a number of smaller private hospitals and convalescent homes.

A SLUMLESS CITY

A contributing factor to London's good health records is the fact that the city is laid out on generous proportions, with ample residence plots and no slums. Streets are wide, well maintained and cleanliness is the visitor's first impression. Every pavement in the city is washed daily by a battery of motor flushers. So well shaded are its avenues that from its earliest days, London has been known to the world as "The Forest City."

A superb system of public parks and playgrounds contributes much to the enjoyability of life in London. Springbank Park, the seat of a main unit of the city's waterworks system, borders the Thames River, five miles west of the municipal limits, and connected with the city by street railway service and good paved boulevards. This magnificent park is one of the most gorgeous examples of Southwestern Ontario's diversified scenery, amplified by the people of London on a most attractive scale, with a fine zoo, wonderful floriculture, a great choice of athletic fields and an amusement park. Within the city there are Victoria Park, Queen's Park and the Western Fair exhibition grounds, with fine half-mile dirt track, Thames Park and the new Sir George Gibbons Memorial Park. There are also many lesser breathing spaces, and some twenty well-equipped and supervised public playgrounds, including bathing camps at advantageous locations. A municipal golf course near the civic motor camp, many fine theatres, and centres for all sports round out the recreation calendar.

CANADA'S CONEY ISLAND

In a commanding position as "The Coney Island of Western Ontario," is Port Stanley, developed on an extraordinary scale by the people of London through their London and Port Stanley Railway. This beautiful lakeside resort is patronized annually by a number estimated at close to 2,000,000 people who come principally by train and motor from various parts of Southwestern Ontario, but who are attracted also in increasing numbers each year from other parts of Canada and from the United States. Daily passenger ship service from Cleveland, Ohio has made Port Stanley popular with the people of Northern Ohio and numerous excursions are held annually from the American side.

Port Stanley has facilities of the finest for summer recreation topped by such features as a new L. & P. S. dancing pavilion, erected this season on the beach, with capacity for 3,000 dancers, exclusive of spectators; the L. & P. S. thousand-room bathhouse, complete with such features as steel lockers, sterilized suits and towels, showers and electric hair dryers; a board walk with the usual resort games and rides; and the splendid L. & P. S. Cafeteria, overlooking the lake, where the most delicious foods, well-selected, are prepared by skilled chefs under scrupulously clean conditions, and served without waiting at moderate cost. Motor tourists and other visitors to London, enjoy a side trip via the L. & P. S., or by motor, to Port Stanley in the summer season, as one of the outstanding features of a holiday here.

CONVENTION ACCOMMODATION

London, in celebration of centennial year, is now engaged in the construction of a new million-dollar hotel, to augment her fine facilities for the accommodation of tourists, convention delegates, and transients generally. The hotel, of course, will be fire-proof, and will provide every service commonly furnished by a modern hostelry.

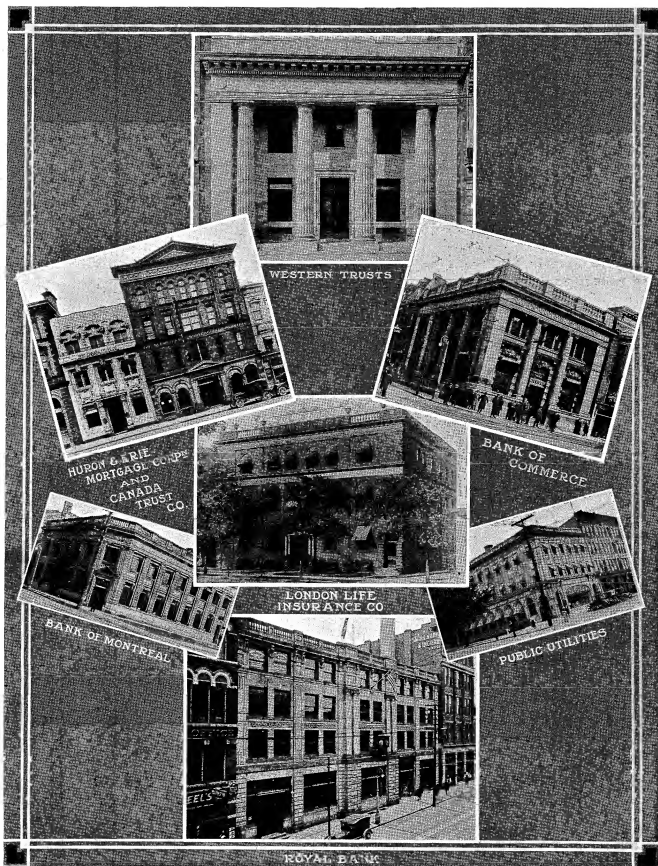
The city's facilities for conventions are ample and attractive and include a choice of centers agreeable to every purpose or any atmosphere, whether industrial, educational, scientific, fraternal, political or religious.

Selection of London as a location for any business assures the support of financial services of the highest quality. London in addition to branches and district branches of all the chartered banks, is the home of two great life insurance companies, two important trust companies, and several building and loan companies, all well equipped to serve their clients, and stimulated by a healthy competition. Property is protected by efficient police and fire departments with thoroughly modern equipment.

LONDON'S INVITATION

Examination of official statistics for recent years reveals the fact that London's prosperity is based not alone upon the diversity of her interests, the wealth of her contiguous territory, the excellence of her transportation and communication services, and the contentment of her people, but upon thrift where thrift is prudent, and a lavish generosity where the need is shown. Bank clearings, building permits, real estate transfers, customs revenue, municipal assessments and population records all tell the story of "The City of Unbroken Prosperity."

To this progressive and enterprising community, London, through her Mayor and Municipal Council, her Chamber of Commerce, and community organizations, all ready for service and co-operation, invites the manufacturer, the tourist, the businessman and the private citizen in quest of a fair field and higher opportunity.



SOME OF LONDON'S FINANCIAL SERVICES

LONDON

A Symposium of History—Centennial Year

By SAMUEL BAKER, City Clerk.

LONDON is about to celebrate its Century Birthday. To its people, its greatness is not altogether measured by its size nor the magnitude of its industry; it is their home, and the ashes of their fathers and the temples of their gods are there. No matter where Londoners go, nor the success they win in distant fields, their hearts still turn to London. The Home Guard looks forward to the return of the wanderers. The Centennial Year finds the city vigorous and progressive, and perhaps a little reminiscent.

LONDON SETTLEMENT

The main settlement was around Byron, and "The Forks" was not considered a good location. However, fortune followed the London pioneers. The influence of the Government and the support of Governor Simcoe secured the establishment of the District of London on the 30th day of January, 1826, by an Act of Parliament of Upper Canada (7 Geo. IV., Chap. 13) and the location of the courthouse and jail at London.

Peter McGregor, the first hotelkeeper; Dennis O'Brien, merchant; Samuel Glass, grain dealer; Thomas Parke, contractor, and others, after following the trail and canoe, made a clearing and a settlement sprang up around "The Forks" in 1826. Talbot Street was the eastern boundary, Fullarton Street the northern, and York Street the southern. Could these men return and see the development of the city they had established, they would find that their wildest dreams had been more than realized. They were too busy to dream. They were more interested in settlement clearing, bartering with settlers, hunting and getting in supplies over the blazed trails from the distant east. There was no money and a bushel of wheat was the medium of exchange. Crude, home-made furniture satisfied their wants. The stores and hotels were the rendezvous of the politicians and the farmers who came in over the corduroy roads in ox-driven carts. Their simple life was by no means joyless.

The early settlers were loyal to the British crown and, for the most part, opposed the Rebellion of 1837 for responsible government under William Lyon McKenzie and for the establishment of a republic. The coming of the 42nd Regiment, in 1838, in connection with this rebellion, introduced social life, and military quarters, situated between Lake Horn, Waterloo and Clarence Streets, was the centre of the

village life. Dominated by British characteristics, they faced almost incredible hardships, and made London District a judicial centre, with well-established breweries, stove and agricultural machinery industries.

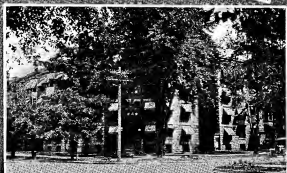
LONDON VILLAGE

In 1840, London became an incorporated police village, with the Hon. George J. Goodhue the first President of the Council; J. Lawrason, police magistrate; Major Schofield, postmaster, and Dr. Cornish as Clerk. The Council had some lively times, and this must be expected when it is remembered that they were not only legislators, but administrators also, without officials and with indefinite duties. The most important matters considered were road construction, fire protection and the care of incoming settlers.

Col. Burwell made the first survey of the village, and its boundaries were extended to Wellington Street, North Street (Queen's Avenue) and the river, and subsequently extended to Adelaide Street on the east.

In 1840 Hamilton H. Killaly, the road-maker, who was then President of the Board of Works and a member of Lord Sydenham's Cabinet of Upper Canada, was elected to represent London in Parliament, and, perhaps, did more to advance the growth of the village and the prosperity of the country than any other man. Hamilton H. Killaly's influence at the seat of Government was irresistible. He constructed a plank and gravel road from London to Hamilton; a plank road from London to Port Stanley; an excellent earthen road (the Longwood) from London to Windsor, and a road of the same description from London to Port Sarnia. On all of these roads, all hills were graded, substantial bridges were built, and perfect drainage effected. The construction of the gravel road system was a matter of the greatest importance and ranks with the introduction of steam transportation and the hydro-electric power system. It definitely made London the metropolitan village of Western Ontario and made possible the great influx of settlers.

The giants of the Village of London were the Hon. Hamilton H. Killaly, Hon. George J. Goodhue, Col. Talbot, Col. Horne, H. R. C. Becher, Col. Askin, Thomas Wilson and Col. Burwell. It is doubtful whether, at any time in the history of London, it had greater men. The banking needs, transportation facilities, the nucleus of a wholesale



BEAUTIFUL LONDON RESIDENCES

business, educational system essential to the growth of a town were amply provided.

THE TOWN OF LONDON

In 1848 the village became a town. The symptoms of the town's "growing pains" were in evidence. The development of railway transportation, immigrant settlers, local improvement construction, water and light provision, school accommodation, and the increased activities of the Council became live topics with the townsmen.

The new steam railway, the G. T. R., came to terms with the city. The Town Council, in 1850, asked Parliament to give the town power to take stock in the railway and the Mayor became one of the directors. Other steam roads were projected. The townsmen were not timorous dreamers; they did things. When the railway came, in 1854, everything was changed. The trail was forgotten, the gravel roads were no longer the only means of transportation and the last signs of pioneer days soon passed away.

The city was lighted by gas in 1854. A police force was created and sometimes scrapped overnight. These were the days, too, of the organized volunteer fire brigade, when the Phoenix, Deluge, Rescue and Rising Sun fought the dreaded fire fiend which worked havoc among the frame buildings. The great firms of J. McClary, Perrin and McCormick, White Machinery, Hyman's tannery, Carling and Labatt breweries, were all established about this time.

The Town of London had some keenly fought political elections and was represented in the Upper Canada Parliament by the Hon. William Henry Draper, Premier, Lawrence Lawrason and John Wilson. All took great interest in their political duties and shanties appeared like mushrooms only to disappear after the election. London is famous for its keen political battles.

THE CITY OF LONDON

In 1854 London became a city. A new era of commercial possibilities opened up; capital became freer; transportation facilities were presenting new channels for industry, and its leading citizens were playing an important part in provincial and federal affairs; and the needs of industrial concerns became more insistent. The gravel road and the highway have given way to the steam machinery, permanent pavements and the automobile, and, already, further changes are suggested by the airplane.

The great determining factors of the City of London's progress were the entrance of the Grand Trunk Railway and other railways, the settlement

of the Western University and the military headquarters, and the settlement here of the families of John McClary, Elijah Leonard, Sir John Carling, J. W. Little, the Merediths, Sir George C. Gibbons, Hon. C. S. Hyman, Sir Adam Beck and other captains of industry.

London, in 1862 to 1865, was the center of the oil industry in Canada; the oil business boomed; everybody invested; speculators swarmed here and derricks disfigured the landscape. In 1880 the Imperial Oil Company organized in London by merging seven refineries. From London, they moved to Petrolia, then to Sarnia.

The citizens of London have always been loyal to the Empire. At the time of the Fenian Raids, the Northwest Rebellion, the South African War and the Great War, Londoners were among the first to volunteer for service. Flanders' fields and South African veldts bear the remains of men who willingly paid the supreme sacrifice in defense of the land they loved.

In the course of its history as a city, London has had few calamities. The wreck of the Victoria, in 1881; the West London flood (the Great Flood) in 1883; the collapse of the City Hall in 1898. Its growth has been steady, without booms, and conservative, and its industries form the backbone of a great industrial city.

London now occupies an area of over 10 square miles, has 145 miles of streets, a population of 63,339, and an assessment of \$71,093,658; 464 factories, with 11,214 employees; \$12,300,456 pay roll and \$48,888,185 production, and over 32 acres of parks. Its annual output of manufactured goods gives it sixth place amongst the cities of Canada as an industrial producer. As a wholesale and distributing point, it gives precedence to only one municipality in Ontario.

Once conservative and provincial, and rather proud of it, the older merchants, manufacturers and officials are giving place to younger men, more optimistic and with more modern ideals. They have a city of shady streets, well built and comfortable homes, every convenience for comfort and progress; industry well established, and a contented and prosperous people. If they be worthy sons of their sires, they will make this city a fulfilment of the dreams of Simcoe, Talbot, Killaly, Carling, McClary, Little and Beck.

The Mayor and Council extend the heartiest of welcomes and our homes are open. They want you to help honor the men who made London. "Come on home!" is our slogan.

London Invites Manufacturers

To investigate the advantages of location here. Complete surveys of Transportation, Power, Labor Supply, Markets and related questions will be promptly furnished on application to London's Industrial Commissioner, in care of

LONDON CHAMBER OF COMMERCE.



A SUNNY WARD



A BRIGHT NOOK



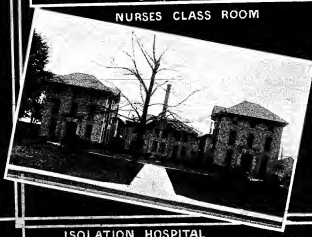
VICTORIA HOSPITAL



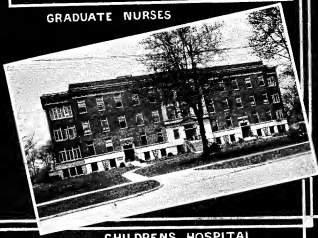
NURSES CLASS ROOM



GRADUATE NURSES



ISOLATION HOSPITAL



CHILDRENS HOSPITAL

VICTORIA HOSPITAL—A CIVIC INSTITUTION

The Sanatorium Beck's Monument

By LT.-COL. IBBOTSON LEONARD, President London Health Association

CELEBRITIES in art, letters, scientific research, industry, and government, whose service has enriched humanity and whose fame has spread through foreign lands have ornamented the rolls of London's citizenry in her first hundred years.

Artists whose works have captivated critics in the Paris Salon; authors whose plays and novels have had the widest vogue; song writers whose melodies have swept America and Europe from the days of "Sweet Marie," "The Honey Suckle and the Bee," "Childhood," "Sympathy," or "Jola" along the scale to the later days of "I Didn't Raise My Boy to Be a Soldier," or "Waiting for the Sunrise"; scientists including Banting, of Insulin fame, and Saunders, discoverer of the west-enriching Marquis wheat; captains of industry whose names are known throughout the world,—all have been enrolled in London and have had their part in her advancement.

In a place of pre-eminence among her leaders has been the late Sir Adam Beck, whose achievements in the public service have left to posterity an inheritance of the richest value to the whole of Ontario.

Because Beck lived, and also because London shared his visions and gave her strength to his enterprises the people of Ontario have to-day what is incomparably the world's greatest and most successful municipally owned utility. The Hydro Electric Power Systems of Ontario, founded by Beck on the basis of his dreams conceived while Mayor of London, arose in scarcely fifteen years from non-existence to be the world's greatest corporation, either publicly or privately owned, engaged in the production and distribution and sale of electrical energy. By his genius the benefits of this great enterprise have spread to four hundred municipalities in the province of Ontario. At the time of his death more than a quarter of a billion dollars had been invested in the vast and ever-growing hydro systems. Nearly a million horsepower of hydro electric energy had been harnessed and made available to approximately 400,000 domestic, commercial and industrial consumers, at rates undreamed of elsewhere. Over the whole of the Province of Ontario the blessings of cheap electricity have spread, lightening the labors of housewives in town and country, promoting public prosperity and elevating living standards for everyone. Though Beck is dead, perhaps the victim of too great an effort for the public good, his work lives on as he intended. Now across

Eastern Ontario is beginning the development of hydro on the scale that Beck inaugurated in the area within reach of Niagara, and the dozen lesser waterfalls thus far exploited. He visioned and planned the development of three million horsepower on the mighty St. Lawrence, and the extension of the vast hydro network over the whole of his native province, so that within a decade more the greatest social revolution of the times might be made complete.

That a man whose genius, and unselfish devotion to the public service wrought such wonders is deserving of monumental commemoration is the first thought of all who contemplate Sir Adam's spectacular career.

The visitor seeks for the bronze memorial emblazoned in his honor, for his marble statue in the public parks.

But there was another side to Sir Adam's life and therein lies one of the most unusual characteristics of a great public benefactor.

"If the people of Ontario feel that what has been done is deserving of commemoration," he told his friends not long before his death, "then let them not fail in their support of Queen Alexandra Sanatorium. What you might spend on some costly monument give to my beloved 'San,' to help the poor and afflicted. The need is very great and your help means life or death for helpless men, women and little children who are suffering from tuberculosis."

Though Sir Adam, in the discharge of his tremendous public undertakings, strove night and day with dynamic energy, he found time for the establishment on the outskirts of London of the magnificent million dollar haven of refuge for the tuberculous upon which his concern was centered during his fatal illness.

Through the haunting experience of the illness of his own little child he had learned of the need for better facilities with which to combat the scourge of the white plague.

In Europe he and Lady Beck had found relief from their own anxiety, but they were haunted still by the knowledge that neglect meant death for those left defenceless and impoverished by disease.

Therein was the seed of Queen Alexandra Sanatorium that is to-day one of the major links in the magnificent humanitarian system that has been built up in London. Its place on the picturesque eminence a few miles down the Thames near Byron Bridge has



RECEPTION
HOSPITAL



ADMINISTRATION
BUILDING



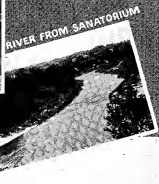
LITTLE GIRLS
AT PREVENTORIUM



BECK NURSES' HOME
AND GROUNDS



SUN TREATMENT



RIVER FROM SANATORIUM



SANATORIUM FARM

QUEEN ALEXANDRA SANATORIUM

been acclaimed by notable authorities as ideally suited to the needs of such an institution; its facilities have been described by Dr. Bruce Smith as "superior in many respects to any other of the kind on the continent," and that its methods are effective has been demonstrated literally in hundreds of cases among the nearly 4,000 patients who have turned, as Sir Adam stated in his spiritual will, "with anxious hearts to Queen Alexandra Sanatorium."

Sir Adam's soul was wrapped up in the work for the relief of the tuberculous. He knew that Hydro had been made secure in its establishment, but he also knew that the responsibilities of the sanatorium had increased beyond all earlier expectation and that the spread of knowledge of its beneficent work had made its scope provincial.

Those who return to London for the Centennial year celebration will find in a visit to the sanatorium the heart of their old-home city, — a wholesome, cheerful, encouraging atmosphere; a hand outstretched to help the sufferer; every facility that the world of science has devised to combat the white plague, and a group of scientists of national standing urged on in a ceaseless search for the ultimate solution of a world-burdening problem.

Despite the nature of its work the sanatorium and its environs is probably one of the most healthful and best safe-guarded places on the continent. Its wonderful buildings, incorporating the most advanced ideas that science has yet devised, include a large reception hospital, an infirmary of similar proportions, a children's preventorium with dormitories and classrooms for a school conducted in co-operation with the

London Board of Education, a splendid vocational training building with a fully equipped recreation hall and auditorium, administration building, numerous shacks and the beautiful nurses' residence donated to the sanatorium by the late Sir Adam and Lady Beck.

During the war the sanatorium placed its facilities

at the disposal of the government when hundreds of Canadian soldiers were invalided home the victims of tuberculosis or lung infections often induced by the inhalation of deadly poison gas. By this means hundreds were restored to health.

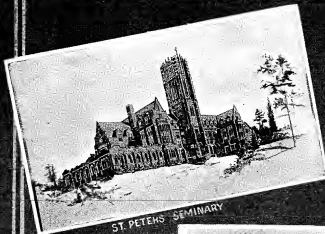
Another outstanding phase of the work of the sanatorium is its leadership in the campaign waged throughout Ontario for the eventual eradication of tuberculosis. This educational work has had an amazing effect as reflected in the sharp decline of deaths from tuberculosis in recent years.

All of these humanitarian activities however, have placed great responsibilities upon the sanatorium and its directors. Sir

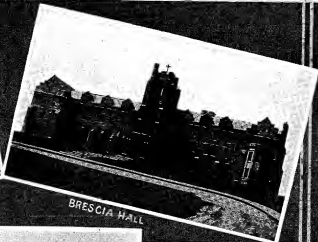
Adam, who had been President continuously until his death, had undertaken to organize a campaign to raise \$300,000 as an endowment to carry on this work on behalf of the tuberculous poor in perpetuity. His associates have since striven to give effect to his plans, and to insure the maintenance of the sanatorium as the one monument he desired. Approximately \$350,000 of the amount has been subscribed and it is the hope of the association that the balance will at length be spontaneously contributed by those who see in the life of Sir Adam, one worthy of honour and commemoration, and in the service of the sanatorium an opportunity to relieve the sufferings of humanity.



THE LATE SIR ADAM BECK



ST. PETERS' SEMINARY



BRESCIA HALL



PLAYING FIELD



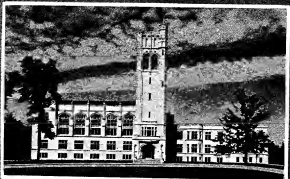
NATURAL SCIENCE BUILDING



BRIDGE



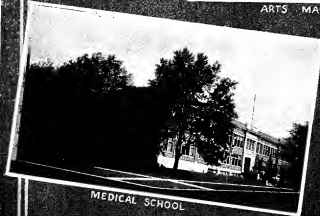
INSTITUTE OF
PUBLIC HEALTH



ARTS MAIN BUILDING



TOWER OF
MAIN BUILDING



MEDICAL SCHOOL



HURON COLLEGE

THE UNIVERSITY OF WESTERN ONTARIO

The People's University

By LT.-COL. W. J. BROWN

WHAT vision, what courage, what foresight were manifested by the men of 1878 who joined forces in founding the University of Western Ontario! It is safe to predict that in the near future our beloved City will be more widely known and more famous as the seat of the University than for all other reasons combined. It is already known as a substantial and thriving city, a city of homes and churches, of community institutions and excellent schools, a progressive industrial area, and the chief trading centre for a great and rich agricultural district, but it is rapidly adding to its achievements the characteristics and charms of a university town.

Prior to 1907 the University, notwithstanding the difficulties experienced in gaining financial support, was a real force in promoting general education in South Western Ontario, and struck its roots deep into the soil. It is true that it was founded by Bishop Hellmuth and his friends, primarily that the young men who were studying divinity at Huron College might have a liberal education and that the community should benefit through an educated clergy, but the influence of the University even in the early days, had a wider sweep. Its presence stimulated the establishment of secondary and preparatory schools for boys and girls as well as various professional schools for teaching music, law and medicine. The people of London and Western Ontario have always had a high regard for education. Springing as they do from the best Anglo-Saxon stocks they have been able to make good use of their opportunities and have made through their sons and daughters a stupendous contribution to the social, political, scientific, commercial and industrial achievements of Canada and the United States, and in less measure to those of the British Empire.

In 1908 the leading citizens of London decided that the time had arrived when the University should be given regular financial support! It was reorganized by an Act of the Legislature, became undenominational and co-educational and was placed under provincial, municipal and public control. It was made a regional institution and placed at the head of the school system of Western Ontario. The Legislature in taking this step endorsed the principle of decentralization in higher education. It was decided then, and for all time, that the people of Western Ontario had equal rights with those living in the Provincial Capital to all the benefits that might flow from an

institution of higher education established and developed in their midst. The University found itself in an uncultivated area so far as this type of education was concerned, and as rapidly as facilities could be provided the attendance increased in a remarkable manner. It is unthinkable that the Province will ever revert to the old policy of centralization in higher education.

The City of London has for eighteen years stood solidly behind the University, contributing regularly to its maintenance and generously to its building program. What the University means to London and its citizens cannot be put into words, nor can its value be estimated in terms of money. The Provincial Legislature has gradually increased its annual grants and has assisted to the extent of \$1,000,000 in providing buildings. The County of Middlesex, without solicitation, contributed \$100,000 for the same purpose. To-day the plant and equipment of the University represent an investment of \$2,250,000.

The people of London and Western Ontario are proud of the fact that all Faculties and Departments of the University are doing the highest grade of work in teaching and in research, and are everywhere recognized as being standard in character. The special genius of the institution is manifesting itself through individual instruction, in grappling with the problems of every-day life through surveys, research and experimentation and in a systematic endeavor to place worthy graduates in positions where they may make a real contribution to the country's progress. No University on the continent has a greater opportunity for service.

As the University expands, which it must do if it would keep pace with the urgent and insistent demands of its constituency, it will require increased financial support. This fact is being recognized by all its friends. Numerous bequests have already established a limited endowment fund that will gradually become available. The members of the graduating class in Arts this year have pledged themselves to make personal contributions for a period of twenty years to help establish such a fund. They hope that many other people who realize the significance of the work of the University will supplement their effort and place their Alma Mater in a position of financial security and independence, so it may soon become one of the great teaching and research universities of the world.

London's Complete Educational Facilities

Appeal strongly to parents and students. Primary schools of the highest efficiency, three new Collegiate Institutes and one of the finest Technical High Schools in Canada; the University of Western Ontario and its affiliated Academies and Seminaries in addition to excellent Business Colleges and Musical and Art Institutes are available for students in pursuit of any career.



L&PS ALL STEEL TRAIN



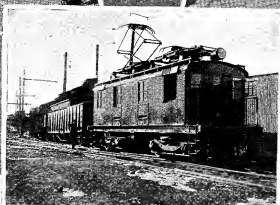
ARRIVAL OF CLEVELAND BOAT



ST THOMAS DEPOT



CAR FERRY AT PORT STANLEY



INDUSTRIAL SWITCHING AT LONDON



PORT STANLEY BEACH TERMINAL



L&PS FREIGHT TRAFFIC

MUNICIPALLY OWNED LONDON AND PORT STANLEY RAILWAY

The Genesis of London

By EDMUND J. CARTY

TO military exigency, real or fancied, on the part of General John Graves Simcoe, London owes the fact that she this year celebrates the one hundredth anniversary of her birth.

To military exigency, more real than fancied in the light of what happened in the War of 1812-1814 between Great Britain and the United States, London owes the fact that she has in her possession today, little known, and less valued, apparently, the first official building erected here almost a century ago—a building first erected as a temporary court house and later used as the first school in London.

It is the old Grammar School, which for years has been used as a storehouse, first by the employees of the Water Commission, and later by those of the Public Utilities Commission.

Every nail, every board, every stud, joist and rafter of this structure is saturated with memories that should be sacred to the people not only of London, but of Western Ontario. For it came into being as the judicial home of what are now known as the Counties of Norfolk, Huron, Oxford, Perth, Bruce, Elgin, Middlesex, and part of Brant—then known as the London District.

It has been matter of fairly common knowledge that the old utilities storehouse on King Street, west of Ridout street had been used in the early days as a grammar school but only now has it been proven that the structure was the first court house ever built in London.

Though its construction was not authorized until thirty years after the death of Governor Simcoe, it was the opinion he held that made possible its erection here, instead of in St. Thomas, Ingersoll or Delaware as had been urged by various interests.

No history of London can be attempted without Governor Simcoe being the pivot. Motoring through the New England States, through New York, Pennsylvania, Maryland and down south of the Mason and Dixon line into Virginia, the Canadian visitor is

struck by the number of monuments that adorn the roadside, or fields; the number of tablets erected by the Daughters of the Revolution and other American patriotic bodies, to commemorate what are considered from their standpoint patriotic incidents, and in some cases mighty occurrences.

On this side of the border the same Canadian seldom pauses to think that his own country teems with memories just as rich in interest—that some of the men who made possible the history on the American side in revolutionary days were also the men who laid the foundation of what is known as the Canada of today and particularly is this true of Western Ontario. Governor John Graves Simcoe was one of these men.

Born at Cotterstock, England, in 1752, he died at Exeter in 1806. The son of a British navy captain, and the grandson of Admiral Graves, he had a preferred position in the world when he was born. He began as an ensign in the 35th Regiment of the Line, and at nineteen, was in Boston when the streets ran red with blood from the wounded and dying at Bunker Hill. Simcoe always had a mind of his own. While shut up with the British in Boston, he suggested to General Gage that he be

permitted to enlist the negroes of the city and use them as a regiment in Rhode Island. Gage snubbed him and later he and the rest of the garrison were compelled to evacuate and they went to Halifax and later to New York. Simcoe fought with the British and loyal colonials against the rebels at many places and was once severely wounded. Finally he surrendered with the rest of the troops under Lord Cornwallis at Yorktown. He was released on parole and went to England.

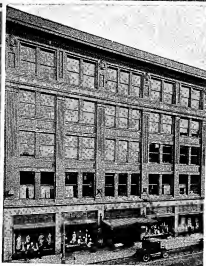
The revolution had shown the home government that advanced legislation and treatment were necessary to hold the remaining colonies, and Peel proposed to divide what was then known as Quebec into Upper and Lower Canada. Simcoe had a seat



THE OLD GRAMMAR SCHOOL



SMALLMAN & INGRAM
RICHMOND ST. ENTRANCE



SMALLMAN & INGRAM
DUNDAS ST. ENTRANCE



THOMAS FURNITURE



COWAN HARDWARE



DUNDAS STREET



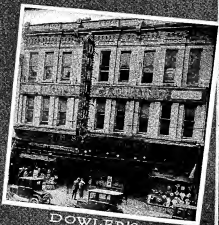
ASHPLANTS



GRAFTON'S



GRAY'S



DOWLER'S

LONDON'S RETAIL SHOPPING DISTRICT

in Parliament and his especial knowledge of American conditions led the government to offer him the post of Governor of Upper Canada.

General Sir Guy Carleton, who had been a British commander in the revolutionary war, and who had been superseded by General Burgoyne, didn't seem to have much love for Simcoe. At all events, he recommended Sir John Johnston, his friend, for the governorship, but before the latter arrived in England, Simcoe had been appointed. Sir Guy, later Lord Dorchester, had been appointed Governor of Canada and commander-in-chief, and as such Governor Simcoe stood inferior to him. Thus, a century and a quarter later, it appears that Dorchester made it a point not to see eye to eye with Simcoe in the majority of cases.

Had the two great Britishers agreed, it is possible that London and not Toronto might have been the capital of Upper Canada.

Governor Simcoe's main reasons for the selection of London were, as stated, military. A Tory of the old school, loyal, courteous, a bitter ender in everything; not much of a politician and frequently tactless, he detested the American revolutionists with a hatred that lasted through his life. They were cattle, ingrates, who had forced the War on the Motherland without any provocation whatever. With equal fervor he despised English statesmen at home who thought they may have had some grievances and that the mistakes of the past should not be repeated north of the Great Lakes.

In his letters to the home Office, Simcoe always showed that he feared an American invasion and that he thought the best way to defend this country against Yankee attack, was to carry the war into the United States. He longed to meet "Mr. Washington" on equal terms and in one of his epistles he told the Duke of Portland that if he had a chance he might have led an army into the heart of the thirteen states, "which would have necessitated the appearance of Mr. Washington in person to repel."

Governor Simcoe didn't think much of the Father of the American Republic. He generally referred to him as Mr. Washington, never as general, and only infrequently as president. In his letter to the Duke of Portland he digressed to explain that something had been done by the president, "whom I believe to be the most treacherous of mankind and most hostile to the interests of Great Britain."

Coming to Canada in 1792, he authorized the first Legislature at Kingston. It met at Niagara

Falls in September of that year. It is of interest to note here that previous to 1791, when the act creating Upper Canada was passed, what is now old Ontario was known as the districts of Hesse, Nassau, Mecklenburg and Lunenburg, according to an act passed in July of 1788. Thus was the German influence of King George III. felt even in this country at that period.

On February 4, Governor Simcoe, accompanied by his staff, which included Colonel Thomas Talbot, of later Talbot settlement fame, started out to see his domain. He had with him a few soldiers and a dozen Indians. The party journeyed from the Falls to what is now Brantford, where Chief Joseph Brandt and the other Chiefs of the Six Nations had been located following the revolution. Continuing westward they came to what is now Oxford and followed the south bank of the Thames. They did not pause

at the Forks of the river—the site of London—but proceeded to Detroit, which, with other territory the British were holding as a guarantee that the Americans would carry out the terms of the treaty of 1783, by which the American colonies secured their independence.

All litigation arising in what is now the London district, or perhaps in what is now Western Ontario, had been tried, previous to the coming of Simcoe at Detroit, as the chief center of British authority west of Kingston.

On the return trip from Detroit, Governor Simcoe and his staff came eastward along the south bank of the river to the present Coves and then walked along the bank—it was in March—to where the south and north branches of the Thames meet.

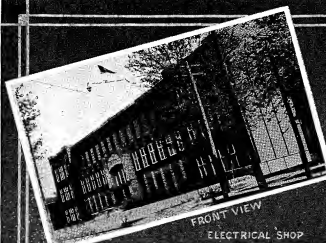
According to their descriptions, what is now the business centre of London was then a natural park, clear of trees, but with dense growths on all sides.

Simcoe, being a soldier first, picked it as the capital of Upper Canada for military reasons. It stood on an eminence, and had a water connection through to Detroit, on which flat boats could be used to transport military supplies. There were high hills all around adapted for defence. It was far removed from Detroit, which might any day be handed over to the Yankees, in accordance with the treaty of 1783, and it was far enough away from Lake Erie to keep it tolerably safe from marauding naval parties from the United States.

Major Littlehales, one of the Governor's attendants, wrote in his diary: "We struck the Thames at one end of a low, flat island, enveloped with shrubs and trees; the rapidity and strength of the current



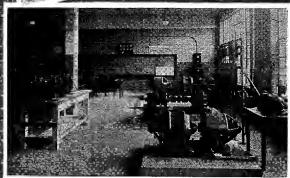
GOVERNOR SIMCOE



FRONT VIEW
ELECTRICAL SHOP



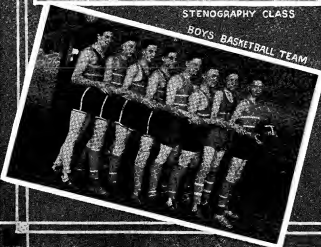
PRINT SHOP
MACHINE SHOP



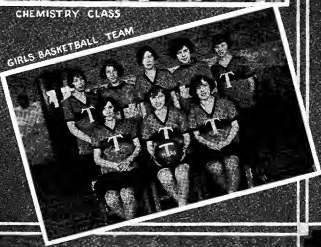
STENOGRAPHY CLASS



CHEMISTRY CLASS



BOYS' BASKETBALL TEAM



GIRLS' BASKETBALL TEAM

LONDON TECHNICAL HIGH SCHOOL

were such as to have forced a channel through the mainland, being a peninsula, and to have formed an island. We walked over a rich meadow and came to the forks of the river. The Governor wished to examine this situation and its environs and we therefore remained here all day. He judged it to be a situation eminently calculated for the metropolis of all Canada. Among other essentials it possesses the following advantages: Command of territory, internal situation, central position, facility of water communication up and down the Thames into Lakes St. Clair, Erie, Huron and Superior; navigable by boats to near its source, and for small crafts probably to the Moravian settlement; to the northward, by a small portage, to the waters flowing into Lake Huron; to the southeast by a carrying place into Lake Ontario and the River St. Lawrence. The soil luxuriantly fertile, the land rich and capable of being easily cleared and soon put into a state of agriculture. A pinery upon an adjacent high knoll, and other timber on the heights well calculated for the erection of public buildings. A climate not inferior to any part of Canada."

Again Simcoe thought the place an ideal situation from a strategic standpoint because it would serve as a buffer fort between the Six Nations Indians at the Grand River, or Brant Reserve and those of the Western country, who were being driven out by the Americans as allies of the British. Governor Simcoe didn't trust the Indians or Chief Joseph Brandt, as he was then called. He felt that Brandt, who was trying to have the territory west and north of the Ohio River set aside as a land owned by the Indians, was seeking to involve the British and Americans in war to further Indian ambitions. Strange to say, it is matter of history that some important British statesmen believed England should support this ambition of Brandt, as the Indian country would prove a buffer between the American colonies and the British possessions.

But Simcoe wanted to keep the Grand River Indians and those of the western districts apart, and the more he thought of London as a military center the better he liked it. Off hand he had changed the name of Le Tranche, or The Trench, which the French had substituted for the Indian name of Askumissipi, to the Thames. Hastening eastward to Niagara, he at once ordered a survey to be made of the new town, and he determined to call it "Georgiana," after George III., but the name was later changed to London.

Governor Simcoe also ordered that a road should be constructed from Burlington Bay, from a point now known as Hamilton, to the forks of the River Thames. This was a military highway and was begun by an officer and one hundred men of the Queen's Rangers in the summer of 1793. The Governor called the road Dundas Street, after Right Hon. Sir Henry Dundas, the then Secretary of State for the colonies.

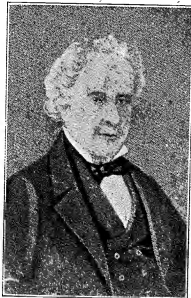
So far, everything looked rosy for London being the seat of government of Upper Canada. But Sir Guy Carleton, Lord Dorchester, had to be considered. When he heard of Simcoe's plan he at once vetoed it. He held that a place which he had called York, now Toronto, should be the capital. He wanted deep water connection for the transport of troops, he said, and moreover, the proposed London would be too far away from the headquarters at Quebec. Simcoe

held fast to his own opinion on the matter, and he died in the belief that a mistake had been made in choosing Toronto for the capital. But Dorchester was boss, and until 1826, nothing of importance happened so far as London was concerned.

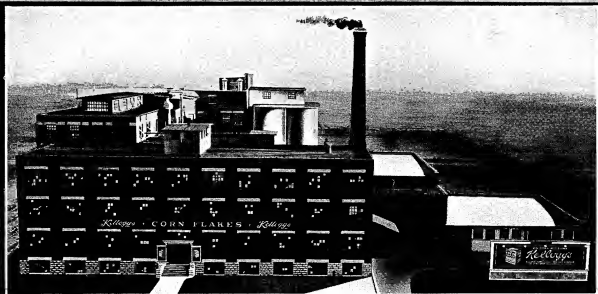
Though he spent the winters of 1793-4 and 1794-5 in York, Simcoe never erected a permanent abode for himself and family, but occupied a canvas tent, which he had bought in England from Capt. Cook, the explorer, and which he set up at York and had boarded up to keep out the cold. He always held the belief that he would yet be able to erect his legislative buildings and a government house at London. Ill with fever, he left Canada in 1796 and never saw the country again.

In 1799, the London district was formed and courts were held at Charlotteville, Turkey Point and Vittoria. The latter place finally was preferred, and in 1822 a handsome brick courthouse was erected there. But it was destroyed by fire in 1825. Vittoria is about fifty miles from London, in Norfolk County. It is said that the burned building cost in the neighborhood of £9,000, but another authority claims it was only a cheap, frame structure.

At all events, the fire started a clamor for a change in the location of the court house, and the battle centered between some residents of the district around the site of London and those of the then villages of St. Thomas and Delaware. As a compromise, the legislature seems to have picked on London. The land had been set aside for a capital of Upper Canada, but had never been used, and the



COLONEL THOS. TALBOT



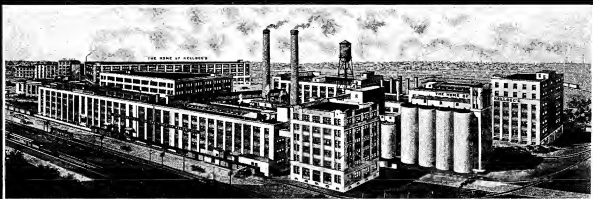
LONDON, CANADA.



AUSTRALASIA



DAVENPORT, IOWA.



BATTLE CREEK, MICH.

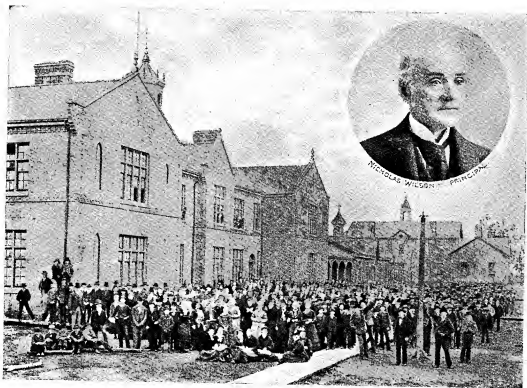
KELLOGG'S—"Help Yourself to Health"

place was lying idle. An act was passed to this effect and another which provided for the surveying of the land and the building of a courthouse, the following being named commissioners to see that the work was carried out: Colonel Thos. Talbot, Mahlon Burwell, James Hamilton, Chas. Ingersoll and John Matthews.

Burwell was a surveyor and laid out the town, which consisted of 240 acres. It was bounded on the north by North Street, or Queen's Avenue; on the east by Wellington Street, and on the south and west by the Thames.

Authority was also given to levy a penny in the pound on all freeholders of the London district for building purposes, and the erection of a temporary

That the old grammar school, which still stands on King Street on the Courthouse block, was the original courthouse of London, is attested by two authorities. In his book, "Pioneer Days in London," the late Dr. Cl. T. Campbell quoted a writer in the *Ancaster Gazette*, as follows: "The house in which the law courts are now held (in 1827) is a building erected by subscription, and eventually intended for the district school house." Again, the late John Cameron, founder of the *London Advertiser*, and for some years postmaster of London, in a history published in 1864, wrote: "The original court house was a frame building, and was, after it had been dispensed with as a tribunal of justice, converted into a grammar school, the same structure in which

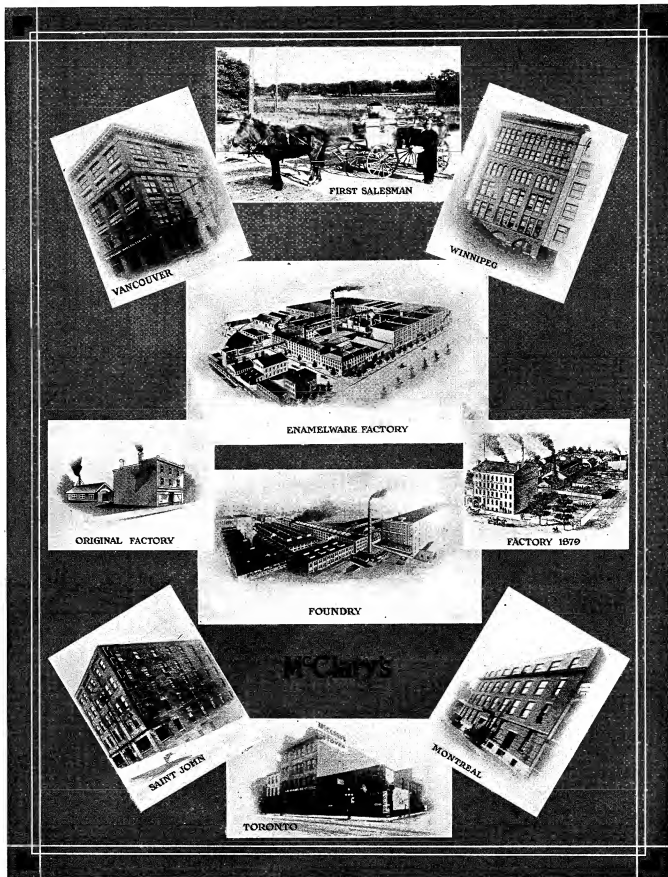


THE OLD UNION SCHOOL.

frame building, to be used as a courthouse until the permanent structure could be completed, was authorized. This frame building stood for several years from 1827 on the southwest corner of Dundas and Ridout Streets, and was later moved to a location on King Street, where it was converted into a grammar school, with F. H. Wright, B.A., as the first principal, he later being succeeded by Principal Bayly. Nick Wilson, the father of the London Old Boys movement, also taught there until 1849, when he went to the newly-erected Union School, which stood on the block bounded by King, York, Waterloo and Colborne Streets.

Mr. Bayly now 'teaches the young idea how to shoot.'"

The grammar school, said to have been begun in the fall of 1826 and completed as a courthouse in 1827, is undoubtedly the oldest building in London. Various authorities prove that about 1826, or even earlier, houses had been erected in London, first by Peter McGregor, a Scotchman, on the corner of King and Ridout Streets, where a tablet now marks the spot; and Abraham Carroll, an Irishman, from Oxford County. McGregor later conducted a hotel on the present site of Robinson Hall, but it was destroyed by fire in 1844. Later the new Robinson



ONE OF LONDON'S LARGEST INDUSTRIES

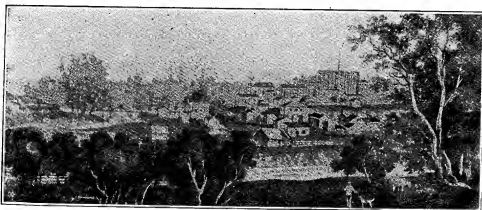
Hall, which is the old building of today, was commenced and it was completed in 1847.

The commission appointed to erect the temporary and permanent court houses met in St. Thomas in 1826, and let the contracts. John Ewart, of Toronto, was the successful bidder, but he left the work to his assistant, one Thomas Parke, who was the father of former Police Magistrate E. Jones Parke. William Hale, of Toronto, came to London to make the brick, and he took up his residence here permanently. He made most of the brick from clay dug at the rear of the Robinson Hall on Ridout Street, and from a farm owned by Walter Nixon in what is now West London.

The commissioners, as a compliment to Colonel Talbot, a member of that body, and who was in charge of colonization of the London district, had the courthouse built after the style of Malahide Castle, the home of the Talbots, near Dublin, Ireland. The original building cost about £10,000, and it embodied a jail. It was 100 feet long and 50 feet

demonstrated great speed in trying the accused. A man named Burley was charged with killing a sheriff's officer, named Thomas Pomeroy. He was found guilty and was within three days hanged in full view of the meagre populace and visitors from many adjacent points who happened to come here on other business but remained over when they heard a hanging was to take place. It is less than fifty years ago that public executions were abolished in London.

When the courts came to London from Vittoria, John Harris, grandfather of Ronald Harris, of Ridout Street, came with them as treasurer of the district. He built the present Eldon House at 481 Ridout Street in 1835. With him were: Colonel J. B. Askin, who held the office of clerk of the court; Colonel Mahlon Burwell, as registrar of deeds, though he is said to have never taken up his permanent residence here; and Daniel Rappalje, a member of a Huguenot family that had settled at Long Point, and who had been appointed sheriff. He only remained long enough to take the oath and then he handed the



LONDON IN 1851

wide, with a turret on either end 50 feet high. The architecture was a subject of controversy for years as it was alleged that in trying to please Colonel Talbot the Gothic style had been ruined by the somewhat Norman turreted towers.

The first building was of brick, the stucco or plaster on the exterior having been added some time in the early part of the last century. The brick wall was extended and added to in height in 1853, when most of the brick was made for the purpose by Robert Carty, a pioneer resident, whose brickyard was on the Wellington Road, across from the present Foxbar survey.

The courthouse and jail were two years in course of construction.

The first court in London was held in the frame structure or grammar school of later days on January 9th, 1827, when the Quarter Sessions met. Colonel Samuel Ryerse, as chairman of the commission of the peace of the district, came from Long Point and presided. The court dealt with a murder case and

duties of the office over to his son. London did not have a regular sheriff until James Hamilton was named to the position in 1836.

William King Cornish was deputy clerk of the court; Samuel Park was jailer and G. Bostrick, court crier.

The first judge was James Mitchell, a former school teacher and a Scotchman. Though he wasn't a lawyer he is said to have proven a very capable man on the bench. After a while, a young Englishman, Wm. Young, was appointed junior judge of the district. He had been a lawyer in England but had come to Canada to take up land, and according to certain chronicles of the times he was a rather gay boy, but no fault was found with him on the bench where he proved a competent and fair-minded judge.

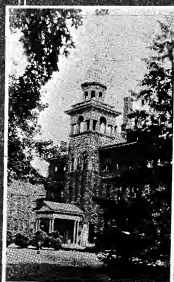
Though Rev. Frank H. Wright, formerly of Vittoria, was the first principal of the London Grammar School, he was not the first teacher who taught in it. Previous to that time and immediately



ST. JOSEPH'S HOSPITAL



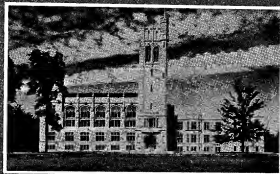
RYERSON SCHOOL



VICTORIA HOSPITAL



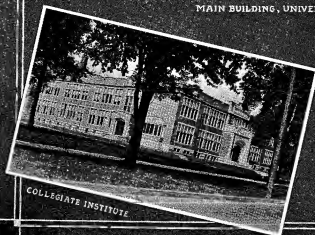
MEDICAL SCHOOL



MAIN BUILDING, UNIVERSITY OF WESTERN ONTARIO



NORMAL SCHOOL



COLLEGIATE INSTITUTE



TECHNICAL SCHOOL

TYPICAL LONDON INSTITUTIONS

following the completion of the present court house and jail, Peter Van Every, who had been acting as jailer for Samuel Parke, found himself out of a job and he at once set up a school in the temporary court house. In 1807 a grant had been made for a grammar school in each of the districts of Upper Canada, and the London District school had been located in Vittoria. When the court house was burned there and the courts were removed to London, the Grammar School soon followed. It was not a free school, but exacted fees and consequently was only patronized by the well-to-do. Peter Van Every seems to have been the first teacher in London, but

when Principal Wright came from Vittoria he had to make way for him.

To Londoners of today implements of torture seem to belong to the remote past and the Boxer days in China, but nevertheless the late Judge David Hughes, of St. Thomas, in his History of the Courts and Bar of London District, states that in the early '30's, when he was a boy attending the London Grammar School, he saw a stocks and pillory standing on the southwest corner of Dundas and Ridout Streets, in front of the Court House, where prisoners had been punished.

Motor Trips to Shrines of London

LONDONERS, former Londoners returning to their native Centennial year, and tourists as well, will find London the hub of a splendid system of well-developed highways, leading off over many rustic boulevards to scenes rich in natural beauty and historic interest.



COL. TALBOT'S COLONIAL RESIDENCE

Main provincial highways, including the most heavily travelled international and interprovincial trunk routes mark London as a divisional point. The Old Talbot Trail and Longwoods Road, now highly developed provincial arteries carrying traffic to and from the Detroit frontier; the Sarnia Road, with its Toronto-Stratford-Sarnia highway section; provincial highways north to Goderich and Lake Huron resorts; south to St. Thomas and Lake Erie resorts, and east to Toronto, Hamilton and Niagara Falls, all converge upon London, augmented by paved suburban boulevards and a well-developed system of county roads inter-connected for pleasant travel through adjoining municipalities.

There is a glamour about the historical background that lends enchantment to any motor trip and for that reason the interest of Londoners leads off toward the Port Talbot district, one of the founts of London's origin.

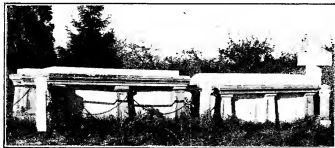
A drive out the Longwoods Road to Melbourne and thence south, nearly to Lake Erie's shore, or via

St. Thomas and the Fingal Road to the same destination will be rewarded with scenes rich in interest since the pioneer days.

To-day Port Talbot, ten miles west of Port Stanley, is being developed on an elaborate scale as an exclusive resort on the modern golf and country club scale with a fine yacht basin as one of its features. The old residence of Col. Talbot, founder of the Talbot settlement, whose part in London's establishment is described elsewhere in this volume, is to be preserved as a shrine commemorative of the men who hewed out and prepared The Garden of Canada, from the forest primeval.

The home of Lord Airey, will likewise persist in the shadow of a modern resort hotel. The famed old row of chestnuts along the drive where Talbot and his associates used to drive in postillioned elegance are not to be disturbed, nor shall the great old maple, the spread of whose gnarled old limbs is reputed to be the greatest in Ontario.

A little further west along this quaint old country lane, in the cemetery of St. Peter's Church, lies the body of "Col. The Hon. Thomas Talbot, Founder of the Talbot Settlement," his grave marked by a flat entablature on a stone over ground sarcophagus.

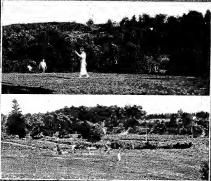
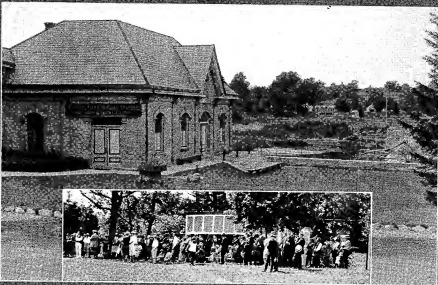


THE TALBOT BURIAL PLOT.

Further east upon this road, however, lies a point of even greater interest to the people of London.



Thames Valley
Golf Course
1911



At the junction of the St. Thomas-Fingal Roads, above described, with the road running south from Melbourne village, the Elgin County Historical Society has erected a cairn to designate the site of the registry office of the County of Middlesex, before its transfer to London, in 1843.

On the opposite side of the road a little further in the direction of Port Talbot is St. Stephen's Church, an associate parish with St. Peter's. Its churchyard, too, is the resting place of many of the leaders of pioneer days, and likewise marked with the uncommon stone sarcophagus is the grave of Col. Mahlon Burwell, the man who surveyed the original townsite of the City of London, in 1826. Beside him in a grave similarly designated sleeps his wife, Sarah, who, according to the inscription, died August 23, 1870, age 80 years, 9 months and 2 days.

The inscription on the grave of Col. Burwell records the fact that there lies "Mahlon Burwell, who departed this life on the 25th of January, 1846,

of short trips will also find great interest in a ride to the Port Bruce district, further east on Lake Erie. Port Stanley, which has been dealt with elsewhere in this issue, is, of course, the premier resort of the London district, and the main objectives of those who love a frolic in a Coney Island atmosphere. Port Stanley lies directly south of London, with Port Talbot approximately ten miles west and Port Bruce ten miles east. Port Bruce may be visited on an attractive loop, requiring less than eighty miles for the return trip to London. By following the Port Stanley road through St. Thomas to Union, turning east to Sparta, and thence south to the lake shore road, the motorist is taken along an entrancing route running for miles on a high embankment within sight of the lake. Port Bruce, a sort of sleepy hollow fairyland, nestles in a verdant valley around a quaint little harbor that accommodates quite a fishing fleet. A variation may be had on the return trip by proceeding a little east from the village, and thence north to Aylmer, to join the Lakeshore Trail, a provincial highway, running from St. Thomas to the Niagara district. This road taken to St. Thomas merges again with a provincial route to London.

London is also within easy one-day round-trip distance for picnickers who like Lake Huron's beauties. Practically the whole lake shore from Sarnia to Goderich is within easy access of London, because the curve of the lake keeps its resorts always within a couple of hours run of the metropolis of South-western Ontario. Grand Bend, is conveniently reached by the provincial highway,



GRAVE OF MAHLON BURWELL AND WIFE

age 62 years, one month and 7 days." To this is added that "He was for several years a member of the House of Assembly for the County of Middlesex, and for one parliament, member for the town of London."

The writer of Col. Burwell's epitaph might also have drawn upon the further facts that he was born in New Jersey, a few years after the revolution of the American colonies, and not long before the final settlement that was followed by the evacuation of the loyalists to Canada. He was educated as a land surveyor, and through the influence of Col. Talbot, secured much of the work in the district, including the survey of the townsite of London. He was appointed registrar in 1812, and subsequently sat in the legislature. He received his colonelcy during the war of 1812 and though, according to history, he saw no fighting, he was taken prisoner during a Yankee raid and spent some months in a U. S. prison.

The motorist who enjoys the diversifying pleasures

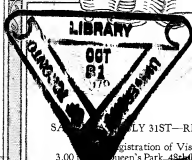


ST. STEPHEN'S ANGLICAN CHURCH.

north from London to Exeter and then west to the lake shore. There the Bluewater Trail gives pleasant access to all Lake Huron resorts, including Ipperwash, Bayfield and Goderich.

A ride westward from SpRINGbank takes the motorist through a very old section of the London district, an interesting feature being the old Wishing Well at Kilworth Springs.

A fact which tourists will appreciate is that London's cafeteria and restaurant facilities are not equalled anywhere between Detroit and Toronto or Buffalo.



Centennial Programme

SATURDAY, JULY 31ST—REGISTRATION OF VISITORS

- Registration of Visitors.
- 3.00 p.m.—Queen's Park, 48th Highlanders Band Concert.
- 3.00 p.m.—Route March, 48th Highlanders.
- 8.00 p.m.—Band Concerts, Queen's Park.
- London Centennial Special—Old Time G. W. R. train.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric trains each way every hour, every day.

SUNDAY, AUGUST 1ST—RECEPTION DAY

- 11.00 a.m.—Service in City Churches—Old Londoners will preach and old-time choirs sing.
- 3.00 p.m.—Sunday School Services.
- 4.00 p.m.—Band concerts at Port Stanley by 48th Highlanders.
- 7.00 p.m.—Services in Churches.
- 8.00 p.m.—Band concert in Queen's Park by G.W.V.A. Band.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric Trains each way every hour, every day.

MONDAY, AUGUST 2ND—CIVIC DAY

- 9 a.m.—Registration and visits to friends.
- 10.30 a.m.—Baseball, Queen's Park, London vs. Preston.
- 1.00 p.m.—Parade, Bands, Visitors, Pageants showing London's History, Manufacturers Society and other floats, Market, Dundas St. to Queen's Park.
- 3.00 p.m.—Sports at Queen's Park.
- (a) Baseball—London vs. Preston.
- (b) Military Tattoo—48th Highlanders and City Regiments.
- (c) Races.
- Shows at Queen's Park.

- 6.30 p.m.—Dinner—Old Londoners, over 65 years of age, Tecumseh House.
- 8.00 p.m.—Band Concert at Queen's Park.
- 8.00 p.m.—Band Concert at Victoria Park.
- 9.30 p.m.—Royal Arch Chapter—Masonic Temple.
- 9.30 p.m.—Street Carnival.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric trains each way every hour, every day.

TUESDAY, AUGUST 3RD—MIDDLESEX DAY

- 9.00 a.m.—Middlesex Market at Covent Gardens.
- Golf at Highland, Civic Links and London Club.
- Visit Friends and Factories.
- 10.00 a.m.—Convention of U.C.M. at Masonic Temple.
- 12.15 p.m.—Rotary Lunch at Tecumseh House.
- 2.30 p.m.—Convention of U.C.M. at Masonic Temple.
- 3.00 p.m.—Sports at Springbank Park.

- Cricket.
- Baseball, Tecumseh vs. Visitors.
- Children's races.
- Band concerts.
- Shows at Queen's Park.
- 8.00 p.m.—Band concerts at Victoria Park and Queen's Park.
- Old Fellows' Lodges.
- 9.30 p.m.—Street Carnival.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric Trains each way every hour, every day.

WEDNESDAY, AUGUST 4TH—CIVIC RECEPTION DAY

- Visiting Factories and University.
- Golf at Highland, Civic Links and London Club.
- 10.00 a.m.—U.C.M. Convention at Masonic Temple.
- 12.15 p.m.—Canadian Club Lunch at Tecumseh House.
- 1.00 p.m.—Luncheon U.C.M. and Mayors of Cities and Towns
- 2.00 p.m.—Shows at Queen's Park.
- Sports at Port Stanley.
- Band concert at Queen's Park.
- Sports at Springbank.
- 5.00 p.m.—London vs. Galt—Baseball, Queen's Park.
- 8.00 p.m.—Blue Lodges—Masonic Temple.
- Knights of Columbus.
- Band concerts at Queen's Park and Victoria Park.
- 9.00 p.m.—Street Carnival.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric trains each way every hour, every day.

THURSDAY, AUG. 5TH—IRISH BENEVOLENT SOCIETY PICNIC, PORT STANLEY

- Golf at Highland, Civic Links and London Club.
- 10.00 a.m.—U.C.M. at Masonic Temple.
- Sports at Port Stanley.
- 12.15 p.m.—Lions Club Luncheon—Tecumseh House.
- 3.00 p.m.—Shows at Queen's Park.
- 8.00 p.m.—Shows at Queen's Park.
- Fraternal Society Meetings.
- Band concert.
- 9.00 p.m.—Street carnival.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric Trains each way every hour, every day.

FRIDAY, AUGUST 6TH—MANUFACTURERS' DAY

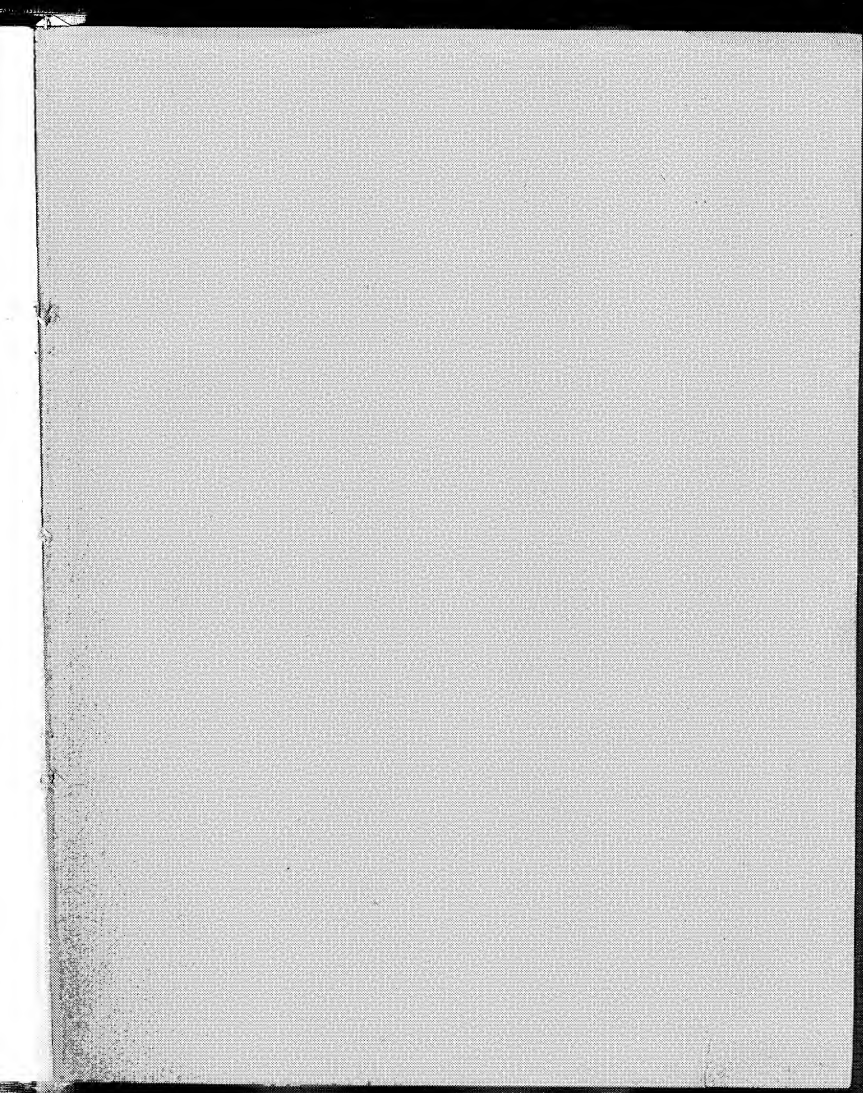
- Inspection of Factories.
- Golf at Highland, Civic Links and London Club.
- 10.00 a.m.—Playgrounds Sports.
- 12.15 p.m.—Kwanis Lunch.
- 1.00 p.m.—Parade, Floats—Manufacturers.
- 3.00 p.m.—Auto Races, Queen's Park.
- Shows at Queen's Park.
- Band concerts.
- 3.30 p.m.—Sports—Children—at Queen's Park.
- 7.00 p.m.—Band concerts.
- 8.00 p.m.—Fraternal Societies meeting.
- 9.00 p.m.—Street Carnival.

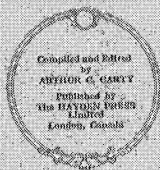
Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric trains each way every hour, every day.

SATURDAY, AUGUST 7TH—TRAVELLERS' PICNIC

- Golf at Highland, Civic Links and London Club.
- A day's fun at Port Stanley.
- 3.00 p.m.—Queen's Park Shows.
- Sports—Auto Races.
- 7.00 p.m.—Band concert—Victoria Park.
- Street Carnival.

Port Stanley—Special Centennial Attractions every afternoon and evening. Swift L. & P. S. Electric Trains each way every hour, every day.





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